



Chestnut Canoes

Chestnut Canoes

CHESTNUT CANOE COMPANY, LIMITED

FREDERICTON, N.B.

(OPERATED BY CANADIAN WATERCRAFT, LTD.)

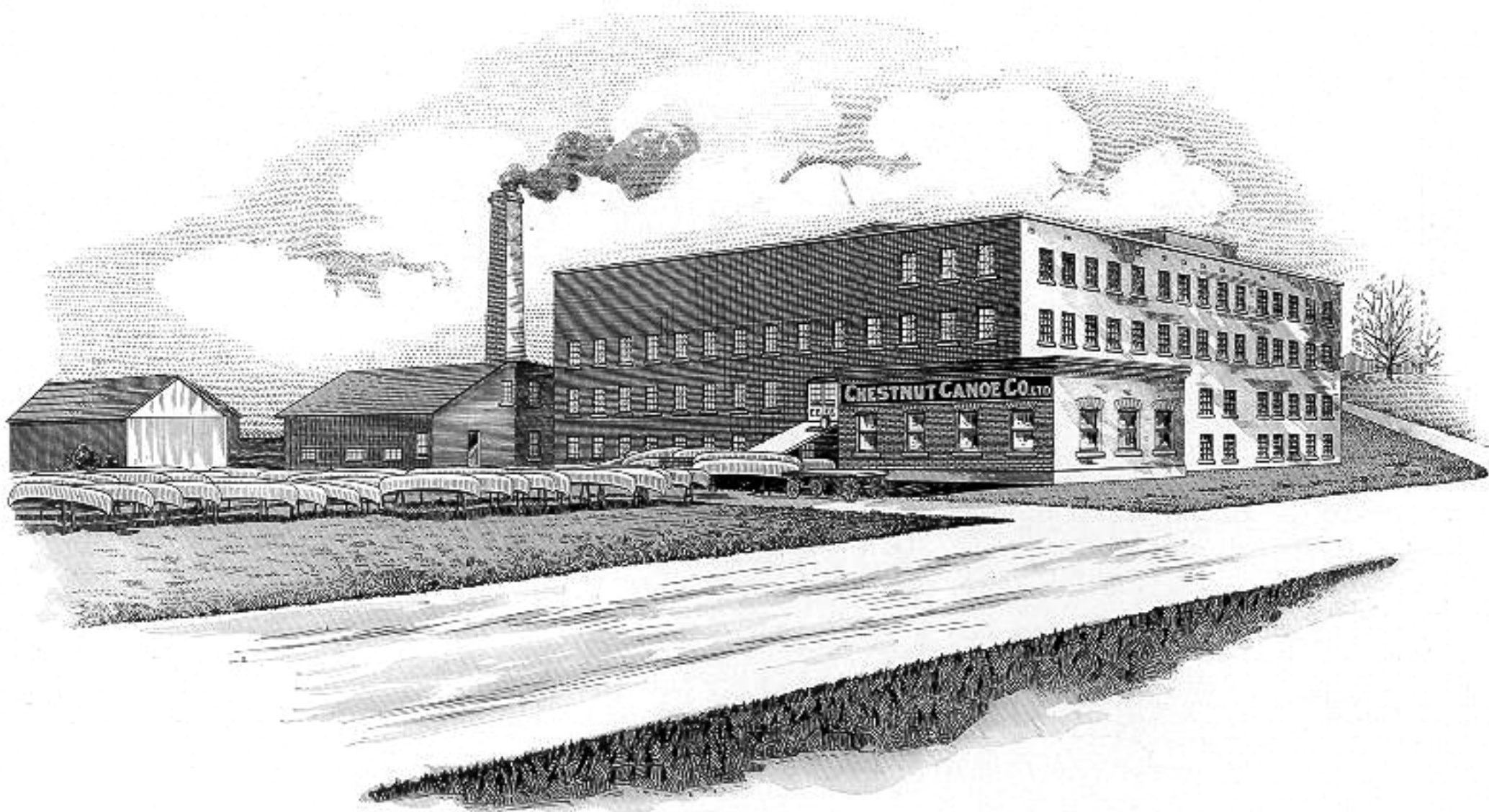
PRICE LIST IN FORCE JANUARY 1st, 1925

CHEST

FRI

New Brunswick

	PRICE WITHOUT PADDLES			PRICE WITHOUT PADDLES	
	No. 1	No. 2		No. 1	No. 2
11 ft. Featherweight ..	\$ 66.00	.....	15 ft. Prospectors .....	.....	\$ 74.00
12 ft. Canoe.....	66.00	\$ 80.00	16 ft. " .....	.....	77.00
50 lbs. Special.....	76.00	70.00	17 ft. " .....	.....	81.00
14 ft. Pleasure Model...	73.00	67.00	18 ft. " .....	.....	85.00
15 ft. "	76.00	70.00	17 ft. Freight .....	.....	88.00
16 ft. "	78.00	72.00	18 ft. " .....	.....	100.00
17 ft. "	81.00	74.00	19 ft. " .....	.....	120.00
18 ft. "	85.00	78.00	20 ft. " .....	.....	100.00
16 ft. Cruiser	76.00	70.00	22 ft. " .....	.....	250.00
17 ft. "	78.00	72.00	15 ft. One Man.....	\$ 72.00	68.00
18 ft. "	81.00	74.00	14 ft. Nestable.....	.....	68.00
16 ft. Guides' Special...	.....	75.00	15 ft. 3 in. " .....	.....	75.00
17 ft. " .....	.....	77.00	16 ft. 6 in. " .....	.....	82.00
18 ft. " .....	.....	79.00	17 ft. 9 in. " .....	.....	95.00
Indian.....	100.00	.....	19 ft. " .....	.....	120.00
Maiden	88.00	.....	22 ft. Fishing Model...	.....	100.00



Chestnut Canoe Company Limited, Fredericton, N.B., Canada

Chestnut Canoes

In Retrospect

WHEN the demand for canoes in Canada became greater than the supply of Indian barks the white man turned his inventive ability to the making of something similar. In Ontario and other parts of Canada the board canoe was produced in several styles but in this Province down by the sea and the adjoining State of Maine the canvas canoe was born, developed and brought to a state of perfection. About eighteen years ago we began to put our canvas canoes on the market in competition with the board canoes and the result has been a regular triumph for the canvas craft, as their use has spread all over the world and they are now imitated in many parts of Canada.

Their superiority is due to several features, the chief ones being that they do not leak when exposed to extremes of heat or cold and they stand more hard usage than does any other type of canoe of equal weight. Other desirable points are their light weight, handsome appearance and their construction admits of very fine lines.

When the Indian with the untouched forest wealth of North America at his disposal built his canoe he naturally selected the best wood possible to obtain, his choice invariably being Northern or "white" cedar for both ribs and planking.

Civilization with its incessant demand for telephone and telegraph poles, railway ties, and shingles has so far depleted the available supply of good cedar that practically all factories making canvas canoes, except that of the **Chestnut Canoe Co.** have been forced to adopt Western or "red" cedar for planking. This material is heavier than white cedar, is much more brittle and breaks and splits easier, and the only advantage it has is low price and the ease with which it may be obtained.

New Brunswick is where the good canoe cedar grows and outside of this Province it is now almost impossible to obtain any quantity of good white cedar in long enough lengths to plank a canoe. In fact one Ontario maker admits that he uses red cedar because the white cedar available to him is in such short lengths that if used for planking his canoes would "hog" or break in the centre.

We have had samples of different cedars from all over the globe and find nothing to compare for canoe building with our native New Brunswick cedar and the **Chestnut Canoe Co.** is particularly fortunate in having access to the last and best great stand of canoe cedar in the world. When this is gone nothing but canoes planked with red cedar will be available.

Our choice cedar, superior grade of canvas, and the best of workmanship and materials are the factors that have gained for **Chestnut Canoes** the enviable reputation they now hold the world over.

Anyone considering the purchase of a **Chestnut Canoe** would no doubt like to know what those who have used them think of them and we print throughout this catalogue several letters from different customers in various parts of Canada or elsewhere. As these letters were unsolicited and sent to us as spontaneous bursts of praise we value them very highly and would suggest that they be read carefully.

Chestnut Canoes



To
Harry Chestnut, Esq.
The Chestnut Canoe Co.,
Fredericton, N.B.

Royal Canadian Mounted Police,
Halifax, N.S. Dec. 12, 1921

Dear Mr. Chestnut :—

The attached photographs show your canoes being used by the R. C. M. Police in the Arctic Coast of Canada.

I have used your canoes for several years and in the Winter of 1915-16 we hauled an 18 ft. Cruiser Chestnut Canoe after strenuous use all Summer, from the N. E. end of Great Bear Lake to a point within 20 miles of the Arctic Coast on the Coppermine River. The canoe was no trouble to haul on top of a loaded toboggan.

This canoe in question was cached at this point in the last timber, and it was expected to use it the following Summer but circumstances compelled its abandonment.

The canoe was found and taken by the Copper Eskimo in the summer of 1917, and the same Fall was discovered in their possession by another Police patrol under command of Inspector French who reached the mouth of the Coppermine River by way of Hudson Bay and across the barren grounds via Bathurst Inlet.

Chestnut Canoes

Insp. French found our canoe to be in good condition and used same on his return journey to Hudson Bay; he had also carried a Chestnut Canoe from Hudson Bay across country to the Arctic Coast.

The accompanying photographs will show your Police canoes en route, and I also enclose one of a Copper Eskimo in Kyak at the mouth of the Coppermine River.

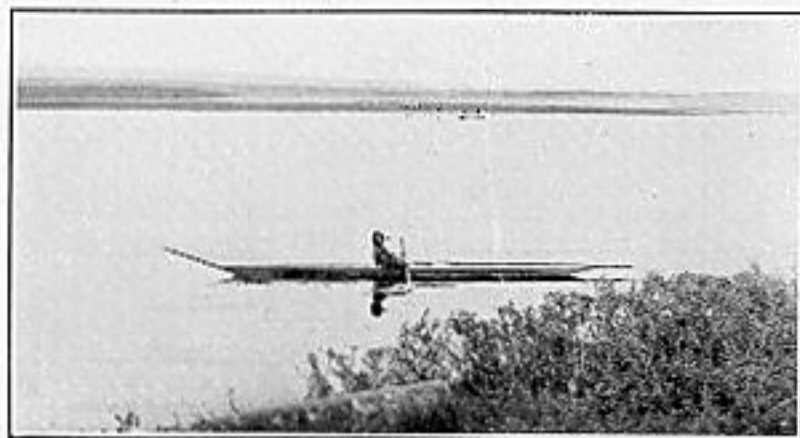
I cannot speak too highly of the Chestnut Canoe.

I remain,

Yours very truly,

(Sgd.) C. D. LaNauze

Insptr.



A COPPER ESKIMO IN HIS KYAK, COPPERMINE RIVER.

From the Arctic Coast of Canada to the River Nile in Egypt, Chestnut Canoes give the best of service.



CHESTNUT MOTOR CANOE ON RIVER NILE
NEAR KHARTOUM, ARAB ATTENDANT.

Chestnut Canoes

Constructions, Dimensions, Grades, etc.

Chestnut construction is a wide cedar rib much thicker than the cedar planking. The rib being on an arc is stronger than the flat planking and practically all canvas canoes made now use the Chestnut construction. Never forget however that we use white cedar only for both ribs and planking and believe we are the only makers who do. This is very important if a first class canoe is desired. Gunwales are of soft wood with decks, bars and stems of hardwood, the entire hull being brass or copper fastened.

We cover the hull with one seamless sheet of canvas that will not leak in any extreme of climate. This canvas is specially made to order for our particular needs and is very hard and closely woven. After being stretched over the hull it is coated with our secret filler and then baked in a steam heated dry room at a temperature of 140. This intense heat absorbs all the liquids in the filler leaving the mineral part as a hard, glazed surface thoroughly keyed into the fabric of the canvas.

This filler being very hard presents a splendid wearing surface and does not soak up water when in use and consequently our canoes do not gain in weight like all wood canoes.

All canoes are made with double open gunwales but canoes with single, closed gunwales will be made to order without extra charge. The bow and stern are protected with half round brass running well under the ends making a neat and serviceable finish.

Dimensions in catalogue are measured as follows: For width, from outside to outside at widest point, for depth, from top of gunwales to outside of canvas on bottom.

We build all of our canoes over solid forms or moulds insuring exactly the same lines for every canoe of the same size and model. These forms are not adjustable as to width but it is possible to build on them to order canoes of either greater or lesser depth than standard.

Many of our models are made in two grades designated as first and second.

The No. 1 or first grade is made of perfectly clear cedar finished natural and except in the special light weight canoes, canvas is No. 8. The filler in this canvas is brought to a very smooth surface and finished in varnish with bright colors, stock shades being red and green.

The No. 2 or second grade is made from perfectly sound and good cedar but it is not always clear. The finish is natural on the smaller canoes and painted finish on the Prospectors, Nestable, Freight, and other large models. The canvas except in the light weight canoes is heavier than on the first grade being No. 6 and even heavier on the large freight models. The surface is not as smooth as in a No. 1 canoe and the finish is best quality lead and oil paint, stock shade being light slate or grey. Other colors will be supplied to order.

Chestnut Canoes



Chestnut Featherweight

The acme of perfection has been reached in the construction of our featherweight canoe.

By eliminating every ounce of weight that can possibly be done away with and by using extra light wood, carefully selected as to strength, we are able to produce a strong, sturdy canoe that will carry two men and a load, the weight with light shoe keel being only $34\frac{1}{2}$ to 35 lbs. This weight is a mere nothing on a portage and this craft can easily be taken in to almost inaccessible lakes where the big fish hide and where it is quite necessary to have an easily handled craft to get them.

Built in the first grade only with our standard varnished finish, but can be supplied in dull finish to order at the same price. Has one cane seat in stern, centre bar and bar in bow.

CODE WORD	LENGTH, FT.	WIDTH, INS.	DEPTH, INS.	WEIGHT, LBS.	PRICE WITHOUT PADDLES
Featherweight.....	11	34	$11\frac{3}{4}$	$34\frac{1}{2}$	\$60.00

We will build any of our canoes except the above and our 50-lb. canoe, specially light to order, reducing the weight about 10 lbs. for an extra charge of \$5.

Chestnut Canoes



Our 12-Foot Canoe



Originally designed for one man and his pack the width and depth are such that it is often used for larger loads. Its shortness is a great advantage in navigating crooked streams and in portaging through heavy brush.

A prime favorite with muskrat hunters. Carried in stock in two grades, both grades having bow and stern cane seats.

TELEGRAPH CODE		LENGTH FT.	WIDTH IN.	DEPTH IN.	WEIGHT LBS.	PRICE WITHOUT PADDLES	
1ST GRADE	2ND GRADE					1ST GRADE	2ND GRADE
Teddy.....	Trapper.....	12	34	14	55	\$61.00	\$56.00

Chestnut Canoes

The Chestnut 50-lb. Special

has been designed to meet a certain demand for an extremely light weight canoe of good carrying capacity and has proved very popular. Owing to its width and flat bottom it is very steady and the ends are low, making it easy to portage through the brush.

The wood for the hull of this canoe is very carefully selected and the canvas used in both grades is lighter than on our regular models and while the canoe is not as strong as our standard grade it will satisfy every reasonable demand and has given the best of service on many hard trips.

On account of the light framework we advise purchasing this canoe with a keel and most of our stock is so equipped. Both grades have two cane seats.

TELEGRAPH CODE		LENGTH FT.	WIDTH IN.	DEPTH IN.	WEIGHT LBS.	PRICE WITHOUT PADDLES	
1ST GRADE	2ND GRADE					1ST GRADE	2ND GRADE
Bobs.....	Bantam.....	15	37½	12	50	\$68.00	\$63.00



Our 50 lb. special on the Red River.—Courtesy Mr. H. H. Pickering

Union Trust Building,
Winnipeg, Man., June 26, 1922.

The Chestnut Canoe Company,
Fredericton, N.B.

Dear Sirs:—

In the Spring of 1905 I purchased a Chestnut Canoe from W. H. Thorne & Company, St. John, N.B., for which I paid \$38.00. I used this canoe on the St. John river every season, taking long trips including portages and gave it pretty hard usage. In 1913 I moved out here and brought the canoe out as "settlers effects". Under the then railway regulations it only cost us \$1.00 to ship that canoe from St. John to Winnipeg. Since then it has been used on the Red River every season and also on the Assiniboine over shallow rapids. I can hardly imagine any canoe ever having more constant usage than that one has had. The repairs necessary during all these seventeen years were practically nil with the exception of painting and yet this month we sold the canoe for \$45.00 to prospectors going into Northern Manitoba.

I have given you all these particulars because I thought they would be of considerable interest to you. I have always considered the Chestnut Canoe the best made and I do not believe you could get a better record of any other canoe made.

Yours very truly,

(Sgd.) F. P. ROBINSON.

Chestnut Canoes

20 Clarendon Place, Buffalo, N.Y.
July 27, 1922.

The Chestnut Canoe Co., Ltd.,
Fredericton, N.B.

Dear Sirs:—

At the present I am completely out of paddles. Since I haven't your latest catalogue I am unfamiliar with your present prices. I should be much indebted if you could ship me these paddles by return mail and I will send you a cheque immediately no matter what the price for I know your paddles are unexcelled.

I should like two 5 in. paddles, about 5½ and 5¼ ft. long preferably in your standard soft wood.

I should like to say a word of praise for your Guides Special model. I have a 17 ft. model which I use constantly in the Lake Erie breakers. My canoe is the only one around which did not leak after three years of hard usage. At present there are two others who have profited by my experience. They are certainly the finest canoes I ever saw.

Thanking you for the wonderful service of your canoes, I remain,

(Sgd.) WILLIAM L. MOREY.



Our Pleasure Model Canoe

is unexcelled for general purposes and all round use. All the essentials that go to make up a first-class canoe have been so beautifully embodied in this model that it never fails to please.

It is very roomy with great carrying capacity, safe, light draft, pretty lines, and a very easy paddler and looks well on the water.

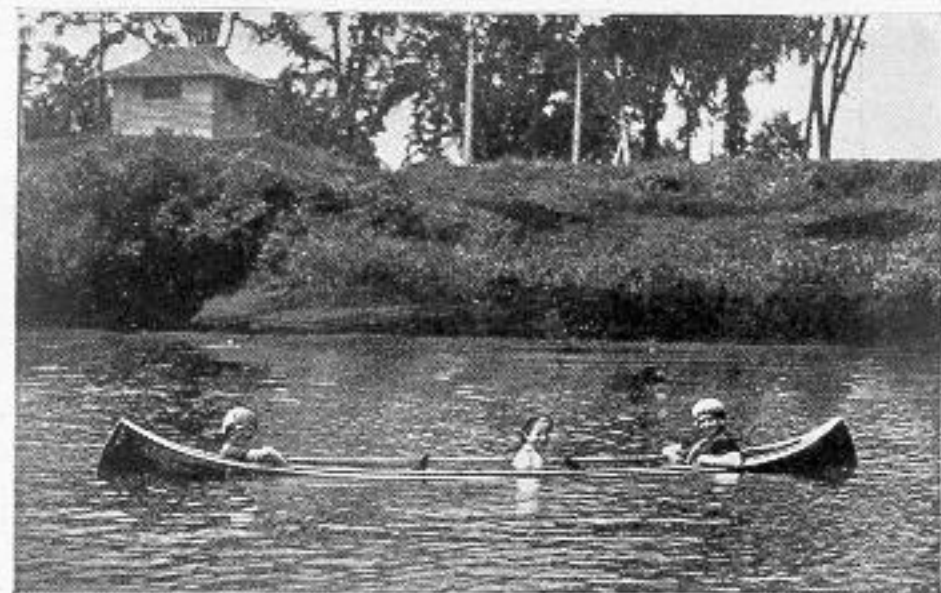
TELEGRAPH CODE		LENGTH	WIDTH	DEPTH	WEIGHT	PRICE WITHOUT PADDLES	
1ST GRADE	2ND GRADE					1ST GRADE	2ND GRADE
		FT.	IN.	IN.	LBS.		
Little.....	Peach.....	14	32	11¼	55	\$ 66.00	\$81.00
Twozer.....	Gooseberry.....	15	33	11½	60	68.00	63.00
Ajax.....	Moonlight.....	16	34	11¾	65	70.00	65.00
Aster.....	Winter.....	17	35	12	70	72.00	67.00
Alpha.....	Evening.....	18	36	12¼	75	74.00	69.00

Chestnut Canoes

The Chestnut Sponson or Air Chamber Canoe

put on the market by us in 1905 is now the standard family canoe of Canada. With any ordinary usage it cannot be upset and even when filled with water will support the weight of several people.

The Sponsons or air chambers are strongly constructed and are built along the outside of the canoe, being widest at the centre and tapering gracefully towards the ends. They can be put on the First or Second Grade of any model but for stock we build them on all lengths of the Pleasure Model in the First Grade only.



When the canoe is tipped the sponsons immediately get a bearing on the water, preventing the canoe from going over but when the canoe is on an even keel the sponsons do not touch the water and, therefore, do not interfere in any way with the progress of the canoe.

These craft when equipped with oars and our adjustable rowing seat make a very fine outfit, as they can be either rowed or paddled, and we also fit them with sails and lee boards if desired.

For a family canoe and for use by ladies and children, nothing equals a **Chestnut Sponson Canoe.**

PRICE OF SPONSONS

WILL BE FOUND IN

LIST OF EXTRAS.



Chestnut Canoes



Our Cruising Model Canoe

is not quite as good a carrier as our pleasure model being a little sharper towards the ends. It is also a little rounder on the bottom making a fast canoe either with pole or paddle. It is a great favorite for river work and running rapids and is much used by expert canoeists.

Two cane seats are put in all sizes of this model.

TELEGRAPH CODE

1ST GRADE	2ND GRADE	LENGTH	WIDTH	DEPTH	WEIGHT	PRICE WITHOUT PADDLES	
		FT.	IN.	IN.	LBS.	1ST GRADE	2ND GRADE
Premier.....	Kruger.....	16	34	12	65	\$68.00	\$63.00
Primus.....	Cronje.....	17	35	12 $\frac{1}{4}$	70	70.00	65.00
Leader.....	Stoessel.....	18	36	12 $\frac{1}{2}$	75	72.00	67.00

Chestnut Canoes

Our Guides' Special

is the Cruiser model built with the ribs much closer together than standard making the strongest canvas canoe in the world.

We can close rib any model or grade of canoe to order as per charge in list of extras but aim to always carry the Guides Special in stock.

TELEGRAPH CODE	LENGTH FT.	WIDTH IN.	DEPTH IN.	WEIGHT lbs.	PRICE WITHOUT PADDLES
Boone.....	16	34	12	70	\$68.00
Crocket.....	17	35	12 $\frac{1}{4}$	75	70.00
Moses.....	18	36	12 $\frac{1}{2}$	80	72.00

Chestnut Canoe Co. Ltd.,
Fredericton, N.B.

Dear Sirs:—

Kindly quote prices for this season on your Guides Special 17 and 18 ft. and also on the Pleasure Models same lengths. Last year I got along with a cheaper grade of canoe, but have come to the conclusion that the Chestnut is the cheapest in the long run. A few years ago in going up river I met a couple of men paddling in the same direction in an xxx xxxx Canoe. At the time I had one of your 17 ft. Cruiser Models. I was alone in the canoe and paddling along leisurely and could keep up to the others without exertion. They did not like the idea so started paddling. I applied a little more energy and kept up with them. One fellow turned around and said "what kind of a canoe have you got there, you are not paddling hard and you keep up to two men who are paddling d. hard." The canoe that will cover the greatest distance with the least energy is the cheapest in the long run. Your canoes are also comfortable and durable and are the cheapest when one considers everything. I am,

Yours truly,

(Sgd.) C. S. RICHMOND.

Vilmontel, Quebec, April 10, 1922.



Chestnut Canoes



Winners of ladies doubles at Westfield, N. B. August 1922.

Miss Babbitt (bow)

Miss Chestnut (stern)

The above canoe known as the **Indian Maiden** is primarily a craft for two for use at Summer Camps, Pleasure Resorts, etc. and is designed for those wishing a jaunty looking distinctive model. Stock canoes are finished in red and green with a broad arrow running from bow to stern but special orders will be striped or finished or lettered as per directions furnished. This canoe has no centre bar, the whole space amidships being devoted to the comfort of the passenger. Owing to the excessive turn up at bow and stern the method of making the ends is a departure from our regular custom. In this canoe the inside gunwales are set into the decks for a distance of several inches and the outside gunwales are not soft wood for the entire length of the canoe being finished out in hardwood where the heavy curve comes. This arrangement makes an exceedingly strong canoe.

The Indian Maiden is only made in the first grade but is put up in two finishes, the code word Maiden designating spruce gunwales, cedar decks, hardwood bars, etc., and the code word Indian designating gunwales, bars, seat frames, decks, etc., of mahogany.

Telegraph Code	Length	Width	Depth	Weight	Price without Paddles.
Indian.....	16 ft.	33	12	75 lbs.	\$90.00
Maiden.....	16 ft.	33	12	70 lbs.	\$80.00

Chestnut Canoes

Prospectors Model

For some years we have had a heavy demand for canoes smaller than our Freight models but larger than either the Pleasure or Cruiser model of standard depth. We have filled this demand with canoes of both of above models built one, two and even three inches deeper than standard but for 1923 have brought out a new line that will take the place of the canoes of extra depth and make a stronger, better canoe. This model embodies the good points of both our Cruiser and Pleasure model and is sure to please anyone looking for a light canoe of large carrying capacity. We build it for stock in the second grade only, with painted finish inside and outside in both ordinary and close ribbed patterns also with and without keel. All lengths are equipped with two cane seats hung well below gunwales.

TELEGRAPH CODE	LENGTH	WIDTH	DEPTH	WEIGHT	PRICE WITHOUT PADDLES
Ranger.....	15 ft.	35 in.	13½ in.	70 lbs	\$67.00
Fort.....	16 ft.	36 in.	14 in.	75 lbs	70.00
Garry.....	17 ft.	37 in.	14½ in.	80 lbs	73.00
Voyageur.....	18 ft.	38 in.	15 in.	85 lbs	76.00

Extra for close ribbing \$5.00, for keel \$2.00.



Chestnut Canoes



Chestnut Freight Canoes

We have achieved such success with our freight canoes that the transport men in the far North, where most of them are used, will buy no other if they can possibly obtain a Chestnut. We have changed the size of our 20 foot and added a 22 foot making a line of five lengths. These sturdy canoes are made with wide, thick ribs, heavier planking than on the smaller canoes, have wood seat, hardwood bars and decks, and sail bar and mast step forward. Canvas on the first three lengths is No. 6 and No. 4 on the 20 and 22 foot. All lengths are equipped with keel and the 22 foot has three bilge keels on each side.

TELEGRAPH CODE	LENGTH	WIDTH	DEPTH	WEIGHT	PRICE WITHOUT PADDLES
Hudson.....	17 ft.	45 in.	17 in.	115 lbs	\$80.00
Bay.....	18 ft.	46 in.	18 in.	130 lbs	90.00
Company.....	19 ft.	51 in.	19 in.	150 lbs	110.00
Traffic.....	20 ft.	52 in.	20 in.	180 lbs	140.00
Daddy.....	22 ft.	62 in.	24 in.		180.00

118 Gothic Ave., Toronto, Ont., March 11, 1922.

Chestnut Canoe Co.,
Fredericton, N.B.

Dear Sirs:—

I have used your canoes in Northern Ontario and have found them more reliable and better suited to my purposes than any other make which I have tried. I am a teacher in Parkdale Collegiate and each summer I take a party of boys on a canoe cruise among our Northern lakes. Please send a copy of your catalogue.

Yours truly,

(Sgd.) JOHN C. DOHERTY.

Chestnut Canoes

Our "One-Man Canoe"

At the request of the Hudson's Bay Co. we have brought out what they term a "One Man Canoe." The middle bar is arranged about 12 inches back of centre so that when the paddler is seated on same the canoe is on an even keel. This craft being light and narrow is very fast but is not safe in the hands of an in-experienced canoeist.

It is built for stock in the second grade with No. 8 canvas, our standard gray finish, and double open gunwales.



For city trade we will build it to order in the first grade with 24 inch decks and combing. By sitting on the bottom a fair measure of safety and steadiness may be obtained and it should be a very speedy canoe when used with double paddle.

TELEGRAPH CODE	
1st grade	2nd grade
Robinson	Crusoe

LENGTH
15 ft.

WIDTH
28 in.

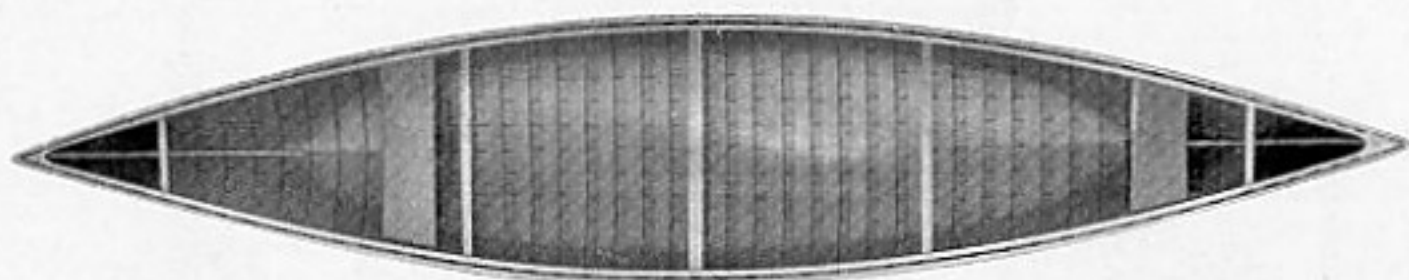
DEPTH
12 in.

WEIGHT
55 lbs.

PRICE WITHOUT PADDLES	
1st grade.....	\$66.00
2nd grade.....	\$61.00

Chestnut Canoes

Nestable Canoes



For shipment to remote points where the freight is at great consideration, we have designed a line of canoes that have no tumble home and will therefore, nest one within the other.

They are built with our standard grade of materials, the finish being a painted one, both inside and out. They have double open gunwales and can be nested without removing the decks. To take out or replace the seats and bars is only the matter of a few minutes' work and after the arrival of a shipment the canoes are soon ready for the water.

The lowest classification under which canoes not nested can be shipped by rail freight, is three times first-class rate but, nested canoes, when crated, may be shipped at one and a half times the first-class rate or when boxed, at the first-class rate, the minimum weight, when so shipped, being figured at 800 lbs. On long hauls it is easy to see the great saving in favor of the Nestable Model, provided several canoes are shipped in one nest.

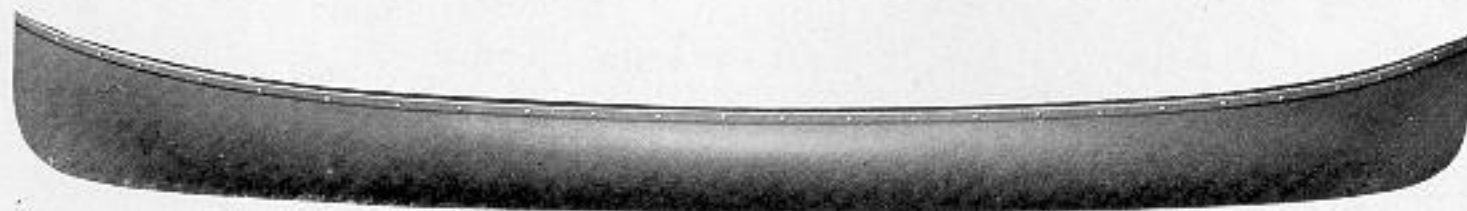
For stock, we only build these canoes in the Second Grade, but will build them in the First Grade on special orders.

Chestnut Canoes

Nestable Canoes—Continued

We think our new line of Nestable canoes designed since our fire of December 1921 is far superior to anything on the market. They have nearly the carrying capacity of our regular Chestnut models of equal size and the Egg and Nest make admirable freight canoes and for stock are equipped with keel, the shorter lengths being made without keel unless otherwise ordered.

Telegraph Code	Length	Width	Depth	Weight	Price without Paddles.
Chicken.....	14 ft.	32 in.	12 in.	55 lbs	\$62.00
Yolk.....	15 ft. 3 in.	36½ in.	13½ in.	75 lbs	68.00
White.....	16 ft. 6 in.	41 in.	15 in.	95 lbs	74.00
Egg.....	17 ft. 9 in.	46 in.	17 in.	125 lbs	86.00
Nest.....	19 ft.	51 in.	19 in.	150 lbs	110.00



Chestnut Canoes



Taken at Indian House on the famous Restigouche River.

501 Birks Bldg., Vancouver, B.C., Jan. 16, 1922.

Chestnut Canoe Co.,
Fredericton, N.B.

Gentlemen:—

Kindly send me your latest catalogue and price list. I might say I am interested chiefly in a lightweight canvas covered canoe and I believe you manufacture one weighing fifty pounds. If you have a lighter one than this, I will be delighted to have particulars. An early reply would be appreciated.

I bought a 16 ft. Outboard sponson canoe from you about four years ago and it has given wonderful satisfaction.

Yours very truly,

(Sgd.) W. J. LEA

Our 22 foot Fishing Model

brought out in 1918 has been a great success and has proved not only a splendid poling canoe for either one or two polers but an easy paddler as well. As it is principally designed for a fishing canoe in rapid waters it is fitted with an open top anchor rope pulley at stern.

It is strongly ribbed, with shoe keel to protect the bottom in shallow water. The two board seats at bow and stern are easily removable when the guides stand up for poling and are hung low so when the guides are sitting down and the sportsman standing up the craft is extremely steady and safe to fish from. The finish is our regular No. 2.

Telegraph Code	Length	Width	Depth	Weight	Price without Paddles.
Salmo.....	22 ft.	37½	14½	140	\$90.00

Chestnut Canoes



SQUARE STERN CRUISER CANOE



SQUARE STERN FREIGHT CANOE.

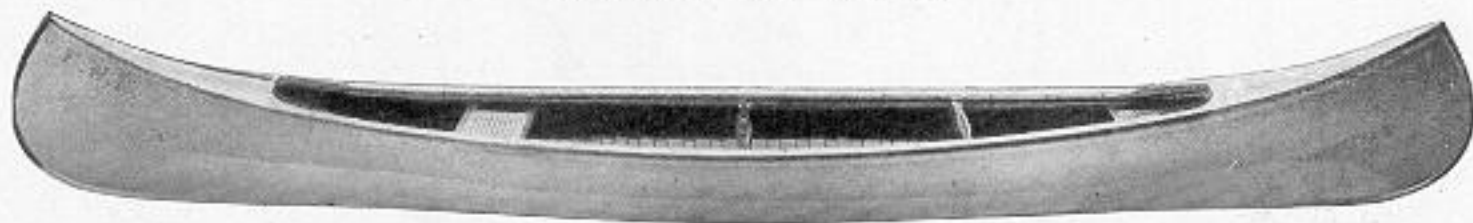
In freighting by canoe as well as in many other ways, modern mechanical power is taking the place of the old-time paddling. By building a freight model with the end cut square we obtain a strong boat that will carry a heavy load, stand a big sea and accommodate any make of portable motor or outboard engine.

We also build any of our smaller paddling canoes with square end and this construction detracts very little from the paddling qualities while admitting of the easy application of power.

The extra charge for building any canoe with square end, either large or small is \$5.

Chestnut Canoes

Canoes de Luxe



If you want the finest creation of the canoe master's art we would like your order for a Special de Luxe Canoe. These we get up in a variety of ways, the most simple elaboration being a color stripe or gold stripe running the full length of the canoe a short distance below the gunwales. Long decks, bars, seats and gunwales of mahogany add to the appearance of a canoe, also outside stems, as shown in cut, and keel.

For something extra fine we use our "not a crack" construction. In this method the joints of the longitudinal planking are entirely covered up and there is not a crack or seam in the entire canoe. No other style of canoe is as handsome as the **Chestnut Not a Crack**, and the owner of one of these has a craft entirely distinctive from anything produced elsewhere. We invite correspondence in regard to special de Luxe Canoe and can surely get up something that will please the most fastidious.

St. Hyacinthe, Que., May 29, 1922.

Messrs. Chestnut Canoe Co.,
Fredericton, N.B.

Dear Sirs:—

I have a canvas covered canoe of your make—the 2nd grade. This has given me perfect satisfaction for several years but now requires repainting. Will you kindly advise me what materials and process should be applied to same to produce a good and durable finish. I remain,

Yours truly,

(Sgd.) H. W. LUNDY.



Chestnut Canoes

Keels

We put keels on any canoe to order, also outside stems of hardwood. A keel can be attached to a canoe at any time, but a canoe for outside stems should be built accordingly from the very start.

If canoe is ordered with "keel" we supply a narrow hardwood keel, about one inch in depth. This stiffens the bottom very much, and we strongly recommend it for livery canoes as well as large sponson canoes.

If "shoe keel" is ordered what we supply is $\frac{1}{2}$ inch thick, 3 inches wide at the centre, and tapering towards the ends. This is a great protection in rocky waters, and unquestionably lengthens the life of a canoe very materially.

Our price for outside stems is \$2.50 per pair, for either style of keel, \$2.00, if attached to the canoe when it is being built. When keels are attached to canoes that have been warehoused, the charge will be \$3 as we have to cart the canoes back to the Factory, unpack same, attach keel, paint and re-pack canoe and re-cart to the Warehouse.



Style A



Style B

Maple and Spruce Paddles from 4½ to 6 Feet

Style A or B, first quality \$2.00 each, 2nd quality \$1.50 each. Selected birdseye maple from \$3.00 to \$4.00 each. Ontario pattern paddles, or any special style supplied to order.

All paddles are filled and varnished in first-class shape. The first grade are the best obtainable, and the second grade are good, sound paddles.

For sailing we furnish mast steps and screws all ready to attach to the ribs, and a detachable cross bar to hold mast. This is quickly fastened to the gunwales with thumb screws, and can be removed in a few seconds.

For rowing sponson canoes we supply oars and detachable rowlocks. These rowlocks fit on plates and are screwed into hardwood blocks that are fastened on the tops of the sponsons. For prices see list of extras.

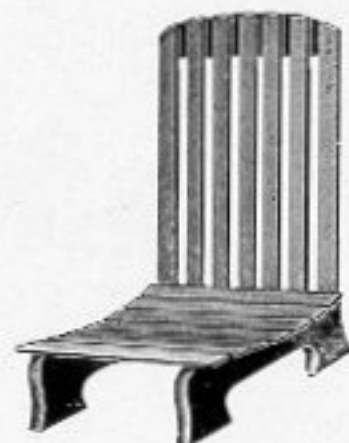
Chestnut Canoes

Canoe Chairs

Our Canoe Chair has a folding back that in use is rested against a thwart. It and our slat back rest are both made of hardwood and will be found strong, comfortable and serviceable.

All our canoes have ring in bow deck for tying purposes. Towing rings placed nearer the water line will be attached to order.

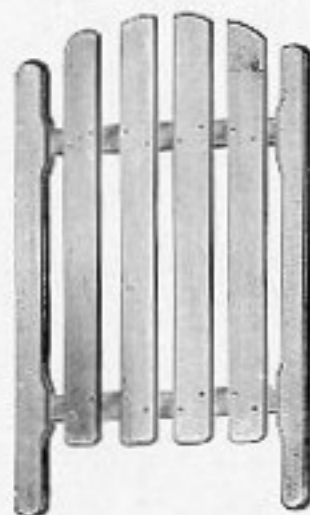
All canoes are properly packed for shipment, free of charge. If crating is required in addition to hay or straw and burlap the crate will be charged for according to size, the average price being \$3.



Price \$3.00

Extras

Sponsons, any grade or model.....	\$20.00
Close ribbing, any grade or model.....	5.00
Removable cross bar for sail, with brass fasteners.....	2.00
Mast step and screws.....	.80
Oars, brass rowlocks and blocks for Sponson Canoes.....	14.00
Medium or long decks.....	\$8.00-10.00
Building deeper than standard, any grade or model, per inch.....	2.00
Rowing Seat, adjustable.....	3.00
Sails, lateen or sprit.....	12.00



Price \$1.60



Cedar Neck Yoke 4.00

Chestnut Canoes

Repairs

One of the many advantages of our way of building over the ordinary method is that our canoe is much more easily repaired in case of damage.

It is difficult to break or cut the canvas but, should this happen, a temporary repair may be made of gum or pitch or any sticky substance. A permanent repair is best made with marine glue or surgeon's plaster, or both. If a very large hole is to be fixed a canvas patch should be used, which is best if put under the canoe canvas. It may be fastened with tacks or marine glue or both. When making a long trip away from civilization, we recommend taking surgeons' plaster or a repair outfit. We put these latter up consisting of canvas for patching, tacks of different length, and a can of marine glue.



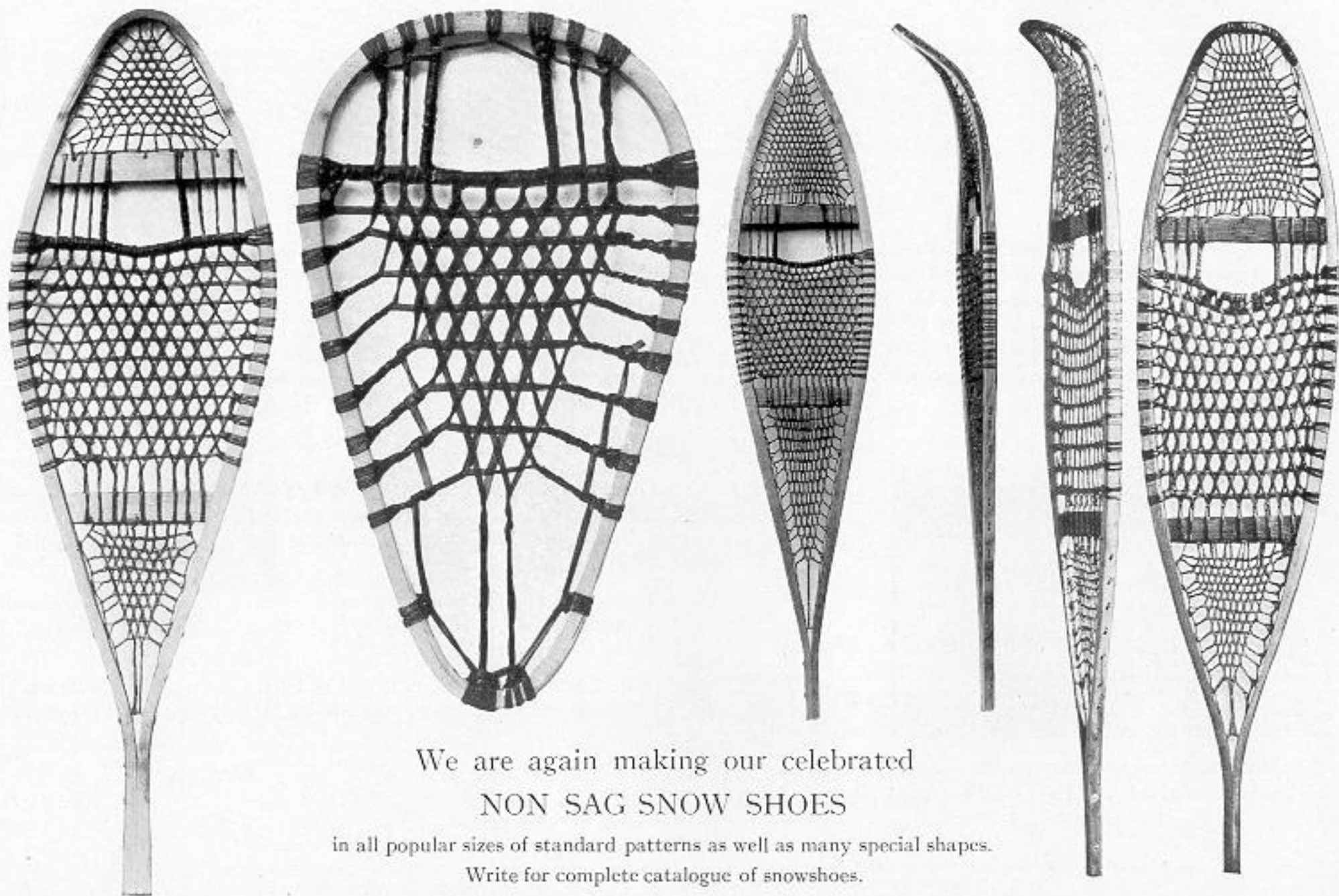
The above photo shows an old bark canoe, which has been discarded in favor of a "Chestnut Canoe"

Price of Repair Outfit.....\$1.00

For those wishing to finish their canoes with the same material that we use, we have put up in cans, both red and green, flat color for first grade canoes, spar varnish to cover same and best quality lead and oil paint for our second grade canoes.

1 pint flat color, red or green.....	\$1.50
1 quart varnish.....	2.00
1 pint slate paint.....	1.00

We are pleased at all times to receive letters and criticisms from users of our canoes, and appreciate photos suitable for making cuts for catalogue work.

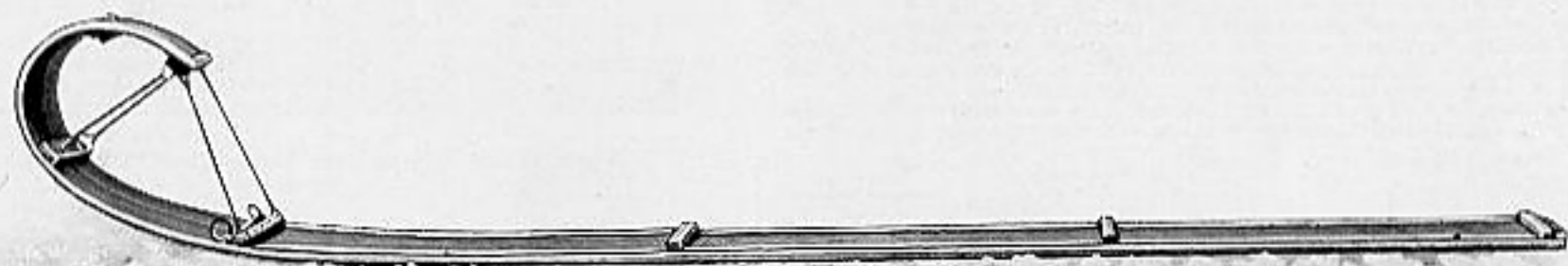


We are again making our celebrated
NON SAG SNOW SHOES

in all popular sizes of standard patterns as well as many special shapes.

Write for complete catalogue of snowshoes.

Chestnut Canoes



Our dog toboggans are carefully made of selected hardwood and we believe are the best obtainable.
Write for prices of the different lengths.

Chestnut Canoes

306 Paris Building, Winnipeg, Man.,
March 4, 1922.

Messrs. Chestnut Canoe Company,
Fredericton, N.B.

Gentlemen:

In August last I wrote you regarding the purchase of a "Chestnut Canoe", which I finally decided, owing to the lateness of the season, to put off until the spring. Since that time I believe you have had rather a disastrous fire and I would be much obliged if you will let me know whether you will be in a position to ship this spring, and if so, whether prices will be the same as last year.

I am particularly anxious to get a "Chestnut" as I have tried many different makes and in my opinion the "Chestnut" is by far the best all-round canoe on the market.

Yours very truly,
(Sgd.) H. W. DAW.

The Hudson's Bay Company,
Fort William, Ont., Dec. 20, 1921.

The Chestnut Canoe Company,
Fredericton, N.B.

Gentlemen:

I am in receipt of your letter of the 16th instant, and I am exceedingly sorry to hear of the bit of bad luck you have had by fire. It is of some satisfaction to know that you still have a small plant in operation whereby you can still take care of the vast amount of business you have always had.

Your canvas canoes are no doubt the best canvas canoes made, and we have always had good satisfaction with them, especially in the extra-depth made canoe which our fur trade requirements demand.

Wishing you all success and a Merry Xmas and Happy New Year.

Yours faithfully,
(Sgd.) JNO. D. MacKENZIE,
District Manager.

The Chestnut Canoe Co. Ltd.,
Fredericton, N.B.

Dear Sirs:

Attention of Mr. Chestnut.

I have just received Mr. Lawrence's report on your canoe factory, and note that you do not require any more equipment just now. When you are in the market for the electric motor or anything else, we shall be very pleased to hear from you, as we can offer some very good bargains.

By the way, you may remember the 17 ft. Pleasure model canoe which I got from you fifteen years ago this summer; it is still as good as ever, and I have given it a lot of hard usage. If you have any doubting Thomas you can refer him to me, as I can certainly give your canoe the very highest qualification and testimonial.

Yours faithfully,

(Sgd.) THE A. R. WILLIAMS MACHINERY CO. (Maritime) LIMITED
W. R. MATHERS, Vice-Pres.

The Financier Publishing Co., Inc.,
82 Beaver St., New York,
April 21st, 1922.

The Chestnut Canoe Company,
Fredericton, N.B., Can.

Gentlemen:—

I have noted the attached little clipping from the Journal of Commerce of New York, with much interest and pleasure.

You will recall that while acting as editor of "Forest and Stream" I became the owner of one of your canoes, and therefore have always felt a friendly interest in the development of your company, for the simple reason that a concern turning out such a fine product deserves to grow.

The canoe which you made for me six or seven years ago is still in active service and apparently as good as the day it was first put into use. This canoe has travelled many hundreds of miles of wilderness, water, lake river and rapid, and has been subjected to hard wear and tear, without the least damage.

I am glad to say that its superiority and demonstrated desirability have led to the sale of quite a number of your canoes to people who have seen it.

With best wishes for your continued prosperity,

Very truly yours,
(Sgd.) C. A. HAZEN.

Chestnut Canoes

316 Oxford Street,
Rochester, N.Y., March 31, 1922.

Chestnut Canoe Co.,
Fredericton, N.B.

Gentlemen:—

Your letter and price list has just come. I am ever so sorry your factory was burned. I had not heard of it before. I hope it was well insured.

I am going to be conservative and order a 50 lb. Special Bantam with a keel and two rather light, strong paddles.

If this Bantam is as nice as the two Chestnuts I have had, (one of which is still as good as ever, after ten years' work) I shall be more than satisfied.

Sincerely yours,
(Sgd.) HESTER A. HOPKINS.

Sled Lake Forestry Cabin, Big River, Sask.
Aug. 18, 1922.

Gentlemen:—

Some years ago, I wrote you a wholly unsolicited testimony, regarding a double ribbed Cruiser type canoe (Government property) of which, as a Ranger,—I was, and am in charge,—Am proud to say that after seven years good hard service in this Far North Country, through all kinds of waters, streams, and bad rapids, "Old Lizzie" (in a new coat of paint) is as good as ever and furthermore not a rib broken anywhere. A record I believe which is only possible in a Chestnut Canoe, and am pleased to state that I am a Chestnut Canoe man, first, last and always, for you can't beat them.

Sincerely yours,
(Sgd.) EARLE G. APPLEBY.

Department of the Interior,
United States Geological Survey,
Washington, Sept. 6, 1922.

Chestnut Canoe Co., Ltd.,
Fredericton, N.B.

Gentlemen:—

I have used one of your 16 ft. second grade Cruisers for eight years and found it entirely satisfactory.

Very truly yours,
(Sgd.) C. WYTHE COOKE.

Canadian National Railways,
Toronto, Ont., June 16, 1922.

Chestnut Canoe Co. Ltd.,
Fredericton, N.B.

Dear Sirs:—

I enclose you cheque for \$90.96 in payment of your account for canoe. This includes 25c. to pay exchange on cheque.

The canoe arrived to-day. I have not taken it out of the crate but it looks in good order and it certainly is well packed.

I have now three Chestnuts—14, 15 and 16 feet sizes. You have the best model in the market.

Yours truly,
(Sgd.) SCOTT GRIFFIN.

South Brookfield, Queens Co., N.S.,
May 22, 1922.

Chestnut Canoe Co. Ltd.,
Fredericton, N.B.

Dear Sirs:—

I was looking at a 16 ft. Guides Special on Saturday that has seen 16 years of strenuous service as a guides canoe. Considering its years it is a good canoe to-day, and a wonderful ad for Chestnut Canoes.

Sincerely yours,
(Sgd.) P. G. FREEMAN.

Willisville, Ont., May 20, 1922.

Chestnut Canoe Co.,
Fredericton, N.B.

Gentlemen:—

I have an old 17 ft. Chestnut which my man recanvassed last Fall. Could you ship me filler enough for this with the new canoe or tell me what I can do? I understand painting thoroughly but am stuck for a filler.

The canoe I mention has seen more hard usage than any two of other makes would stand. What holds it together only you people know for you made it. It has been on log drives, walked in with caulked boots, dropped, banged and pounded but is still on the job.

Very truly yours,
(Sgd.) N. A. KINSMAN.

Chestnut Canoes



Chestnut Canoes

Designed and Printed

THE BENALLACK LITHOGRAPHING & PRINTING CO., LTD.
MONTREAL

